

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1288. 日九初月七年五十二緒光

MONDAY, AUGUST 14, 1899.

一拜禮 號四十月八年英港香

THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.  
Sole Agents for the  
UNITED ASBESTOS COMPANY, LTD. LONDON.  
DOWELL & CO., LIMITED  
General Agents.

## Banks.

**THE YOKOHAMA SPECIE BANK, LIMITED.**  
ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) ..... Yen 12,000,000  
RESERVE FUND ..... 7,500,000

Head Office.—YOKOHAMA.

Branches and Agencies:  
TOKYO.....  
NAGASAKI.....  
LYONS.....  
SAN FRANCISCO.....  
BOMBAY.....  
TIENTSIN.....  
Kobe.....  
London.....  
New York.....  
Honolulu.....  
Shanghai.....

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION BANK OF LONDON, LD.  
HONGKONG AGENCY.—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

S. CHOW, Agent.

Hongkong, 1st August, 1899. [382]

**THE NATIONAL BANK OF CHINA, LIMITED.**

Authorised Capital.....1,000,000  
Paid up Capital.....324,374

HEAD OFFICE.—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq.  
Chow Tung Shang, Esq.  
D. Gillies, Esq.  
J. T. Lau, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 30th May, 1899. [18]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE.—LONDON.

CAPITAL PAID-UP.....1,000,000  
RESERVE LIABILITY OF SHAREHOLDERS.....800,000  
RESERVE FUND.....500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.  
On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL.....1,000,000  
RESERVE FUND.....1,000,000  
RESERVE LIABILITY OF PROPRIETORS.....1,000,000

COURT OF DIRECTORS:  
R. M. GRAY, Esq., Chairman.  
N. A. SIEBS, Esq., Deputy Chairman.  
E. Goetz, Esq.

A. Haupt, Esq.  
R. Hill, Esq.  
The Hon. J. J. Kewley, Esq.  
A. McConchie, Esq.  
A. J. Raymond, Esq.  
P. Schuch, Esq.  
E. Shilling, Esq.  
R. Sheehan, Esq.

CHIEF MANAGER:  
Hongkong, Sir THOMAS JACKSON.

MANAGER:  
Shanghai, J. P. WARD, Esq.  
LONDON BANKERS.—LONDON AND COUNTRY.  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4 per cent. per annum.  
For 6 months, 4 per cent. per annum.  
For 12 months, 4 per cent. per annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 6th June, 1899. [19]

**HONGKONG SAVINGS BANK.**

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to the HONGKONG AND SHANGHAI BANKING CORPORATION.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON, Chief Manager.

Hongkong, 1st August, 1899. [16]

**IMPERIAL BANK OF CHINA.**

ESTABLISHED BY IMPERIAL DECREE OF THE 17th NOVEMBER, 1896.

SUBSCRIBED CAPITAL.....Shanghai Taels 1,000,000  
PAID-UP CAPITAL.....2,000,000

Head Office.—SHANGHAI.

Branches and Agencies:  
CANTON.....  
HANKOW.....  
CHONGKING.....  
SWATOW.....  
FOOCHOW.....  
TIENTSIN.....

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and all Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:  
Business made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

For further particulars apply to  
H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1899. [5]

## Intimations.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

(cont.)

FOR STEAMERS CAPTAINS TO SAIL REMARKS

LONDON.....*Manila*.....R. L. Haddock, R.N.R. About 17th August. Freight on Passage.

SHANGHAI.....*Bengal*.....S. Barcham.....About 18th August. Freight on Passage.

LONDON, &c.....*Paranahyba*.....A. Symons.....Noon, 19th August. Freight on Passage.

JAPAN.....*Rosetta*.....C. C. Talbot, R.N.R. 4 P.M., 19th August. Freight on Passage.

Kobe (Direct).....*Nankin*.....C. W. Bennett, R.N.R. Noon, 21st August. Freight only.

LONDON.....*Dombay*.....G. M. Montford, R.N.R. About 24th August. Freight on Passage.

JAPAN.....*Candia*.....W. H. Haughton, R.N.R. About 13th Sept. Freight only.

(Passing through the Inland Sea). (See Special Advertisement).

For Further Particulars apply to  
H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1899. [5]

**CLUB WHISKY**  
IS THE BEST.

812.00 PER DOZEN.

H. PRICE & Co.,  
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20]

**AQUARIUS.**  
"A PERFECT TABLE WATER."

Allowance for the Empty when returned to our Godowns.

Per 1 Dozen Quarts.....\$2.50 \$1.00 \$1.50  
Per 1 Dozen Pints.....1.75 0.75 1.00

"There is no teaching in all the wide world of hygiene so valuable as the inculcation of the idea that typhoid fever is a water-borne disease. Excluding a not common liability to the air-diffusion of its germs, we acquire this ailment undoubtedly from water directly, or from milk which has been fouled by polluted water. Pure water means practically the abolition of both typhoid fever and cholera. Our safety abroad is to drink a pure Mineral Water only."—(Dr. Andrew Wilson in the "Illustrated London News")

**CALBECK, MACGREGOR & CO.,**  
GENERAL MANAGERS.

15, Queen's Road, Hongkong, 8th July, 1899. [15]

**BOARD**  
AND  
**RESIDENCE**

On Monthly Terms from 1st May, 1899.

**THE CLUB HOTEL, LIMITED.**

No. 5-B, DUND, YOKOHAMA.

**A FIRST-CLASS HOTEL.** Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

**LADIES.**  
We can always supply your every need from day to day  
If you doubt it, come and try at  
"WHITELEY'S OF THE FAIR CATHAY"  
"FORMOSA"  
New Millinery, &c. Latest Novelties in Ladies Apparel.

W. POWELL & Co.,  
Limited, Opposite P. O. 1st floor.

Hongkong, 29th July, 1899. [27]

## Intimations.

**UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.**

(cont.)

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

**UNITED ASBESTOS CO., LD., LONDON,**

CONTRACTORS TO H.M. GOVERNMENT.  
MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS.  
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.  
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.  
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER  
DODWELL & CO., LIMITED, General Agents.

57] HONGKONG, 4th January, 1899. [28]

**PEAK HOTEL**  
AND  
**CRAIGIEBURN.**

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street, Hongkong, 4th January, 1899.

**HOTEL ORIENTE, MANILA.**

THE Public are informed that this FINE and COMMODIOUS HOTEL is To-day entirely under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels. All the latest improvements and conveniences have been added to the building, including Electric Light throughout.

The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.

Cuisine of the best, and Prices Moderate.

A First-Class Livery Stable is attached to the HOTEL.

WE BELIEVE YOU'LL LIKE  
**SCHLITZ LAGER BEER,**

Of course you can live without drinking Beer but if you do drink it, better get SCHLITZ.

**WATKINS—SOLE AGENTS.**

SCHLITZ BEER is not made of Wit, Humor and Pathos, but they are all in it.

**APOTHECARIES HALL.**

Hongkong, 10th August, 1899. [14]

**PETER SYS' WONDERFUL SPECIFIC.**

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers),  
9, Old China Street, Shanghai.

11th October, 1898. [1242]

**HONGKONG HOTEL COMPANY, LIMITED.**

NOTICE.  
THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 21st August, 1899, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board,  
C. MOONEY, Secretary.

Hongkong, 29th July, 1899. [928a]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.  
THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 21st August, at 3 o'clock P.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.

Hongkong, 31st July, 1899. [990a]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1899.

By Order of the Court of Directors,  
T. JACKSON, Chief Manager.

Hongkong, 29th July, 1899. [979a]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the REGISTRATION OF SHARES of the Corporation will be CLOSED from SATURDAY, the 19th to the 19th day of August, (both days inclusive), during which Period NO TRANSFER of Shares can be Registered.

By Order of the Court of Directors,  
T. JACKSON, Chief Manager.

Hongkong, 29th July, 1899. [990a]

**KUHN & KOMOR, JAPANESE FINE ART CURIOS.**

21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA.

Hongkong, 29th July, 1899. [1100a]

## Intimations.

**JUST LANDED.**  
HASTINGS' AND NEPHEW'S BEST YORK-CUT HAMS.

FRESH AUSTRALIAN BACON, VERY MODERATE PRICE.

H. RUTTON, JR.,  
13 & 15, PAGANUL STREET,  
Hongkong, and  
21 & 23, ELGIN ROAD, KOWLOON.

Hongkong, 3rd June, 1899. [930a]

**THE MUTUAL STORES**  
(SUB AGENTS LIPTON LIMITED.)  
28, 28 & 30, POTTINGER STREET, HONGKONG.

**"SILVER SHIELD BRAND"**  
OF  
**AMERICAN CANNED FRUIT.**

JUST ARRIVED  
EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.  
Hongkong, 1st August, 1899.

**THE LEADING CATERERS.**  
COMPARE OUR  
MENU, BILLIARD TABLES and  
LIQUORS to all others.

THE GRILL ROOM.  
Hongkong, 1st September, 1899. [16]

**Insurance.**

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1899. [118]

**To be Let.**

**TO LET.**  
SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). PROPERTY lately occupied by the Howington Saw Mills.

GROUND FLOOR, 54, PEARL STREET.  
OFFICES: 1st floor, No. 110, PRAYA CENTRAL. (Lately occupied by Messrs. MEICHERS & Co.)

Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 21st June, 1899. [114]

**TO LET.**  
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

c/o of this Office.  
Hongkong, 17th May, 1899. [664a]

**TO LET.**  
OFFICE ROOMS on 1st floor of No. 4 Queen's Road, Central, (lately the 1st FLOOR, BANK OF CHINA).

Apply to  
Comptroller Office,  
E. C. HOCHAPPEL,  
Hongkong, 23rd March, 1899. [398a]

**TO LET UNTIL JUNE 1900.**  
AT PRAYA CENTRAL—Whole, or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

Single Rooms from \$25 upwards. Apply to the  
MANAGER or SECRETARY,  
At No. 2, PRAYA CENTRAL.  
Hongkong, 11th July, 1899. [900a]

**Hotel.**

**WINDSOR HOTEL, HONGKONG.**

**STRICTLY FIRST CLASS.**

PASSENGER ELEVATOR.  
TRANCE HALL to each floor.  
BATHS and LODGING.

**MONTHLY RATES GIVEN NOW.**



To-day's  
Advertisements.GOVERNMENT NOTIFICATION.  
No. 445.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 21st day of August, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction, to be held on Monday, the 21st day of August, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Yau Ma Tei, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen for one further term of 75 Years.

No. of Sale	Lot No.	Locality	Boundary Measurements	Area in Acres	Annual Rent	Best Price
1	1008	Yau Ma Tei (near Station)	50 ft. by 150 ft. (approx.)	12.5	7,500	7,500
2	1009	do	40 ft. by 120 ft. (approx.)	8.5	5,100	5,100

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship.

## "SUNGKIANG."

Captain Dodd, will be despatched as above TO-MORROW, the 15th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1899. [1021a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

## THE Company's Steamship.

## "WHAMPOA."

Captain Sales, will be despatched as above ON WEDNESDAY, the 16th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1899. [1028a]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN & QUEENSLAND ISLANDS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship.

## "GUTHRIE."

Captain MacArthur, will be despatched as above ON THURSDAY, the 17th instant, at 5 P.M.

This well-known Steamship is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamship is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th August, 1899. [1013a]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's New Steamship.

## "DIAMANTE."

Captain G. A. Taylor, will be despatched for the above port, on FRIDAY, the 18th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 14th August, 1899. [1023a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

## THE Company's Steamship.

## "WUHU."

Captain Benson, will be despatched as above ON SATURDAY, the 19th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1899. [1031a]

## THE OSAKA SHOSSEN KAISHA.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship.

## "MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to MITSUBISHI OSAKA KAISHA, Agents.

Hongkong, 14th August, 1899. [1026a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR FOCHOW.

## THE Company's Steamship.

## "CHINGTU."

Captain Williams, will be despatched as above ON FRIDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1899. [1026a]

To-day's  
Advertisements.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship.

## "CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 14th August, 1899. [1029a]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship.

## "NANKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 14th August, 1899. [5]

## Intimation.

## A. S. WATSON &amp; Co., LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

Hongkong, 14th August, 1899. [1023a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

## THE Company's Steamship.

## "WUHU."

Captain Benson, will be despatched as above ON SATURDAY, the 19th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1899. [1031a]

## THE OSAKA SHOSSEN KAISHA.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship.

## "MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to MITSUBISHI OSAKA KAISHA, Agents.

Hongkong, 14th August, 1899. [1026a]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR FOCHOW.

## THE Company's Steamship.

## "CHINGTU."

Captain Williams, will be despatched as above ON FRIDAY, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1899. [1026a]

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## FOR SHANGHAI.

## THE Company's Steamship.

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Hongkong, 14th August, 1899. [1031a]

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Hongkong, 14th August, 1899. [1026a]

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Hongkong, 14th August, 1899. [1031a]

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## THE Company's Steamship.

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For Freight or Passage, apply to MITSUBISHI OSAKA KAISHA, Agents.

Hongkong, 14th August, 1899. [1026a]

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colonial policy. Though to some sentimentalist such an economic struggle may seem wicked, there can be no dispute that it is far less barbarous and causes far less suffering than actual war. If France is driven to the wall it will be mainly through her own fault, because she has failed to secure clean and upright administration and because she has pledged herself to schemes of aggression. It is perfectly certain that no Power wishes to attack her, and that she and Russia are precisely the two States which could, with the most perfect security, relax their armaments.

When we hear these colossal armaments attacked as wholly wrong and harmful, it would be well to remember that there is another side to this view. "Civilization," said Napoleon, "does everything for the mind and nothing for the body." Compulsory service counteracts to a great degree the mischief. It cannot be denied that in England, with our over-education, developing the intellect and neglecting the character and the body, the results have not been altogether satisfactory. Our streets are full of stunted men; there does seem some real danger that the future may witness the realization of the Japanese caricature, which represents a band of dwarf-like, sickly Englishmen performing for the benefit of a crowd of fat, Japanese, German, Russian, and Frenchmen. No point has attracted so much attention as the improvement wrought in a very few years by military service in Japan. Says Mr. Lafcadio Hearn a very acute observer, "Physically, I think the Japanese will become before the close of the next century, much superior to what they are now." The systematic military and gymnastic training of the able-bodied youth of the Empire ought, in a few generations, to produce results as marked as those of the military system in Germany. The Japanese stature in average growth and muscular development." Lord Charles Beresford, a more recent observer, tells us, "The remarkable increase of the physical development of the men who serve in the army is worthy of notice. It was so apparent that I questioned the officers as to the reason." If we are still to cling to the old idea of *Mens sana in corpore sano*, it would seem that here militarism is really doing good service. Nor can the fact be overlooked that for England, with her immense army and small rural population, some such physical training would be of peculiar importance and value. The *Spectator*, criticising a former article of mine, has asserted that, just as good soldiers and sailors came from the towns as from the country. Yet it is notorious that our finest force, physically, the Metropolitan Police, is almost entirely recruited from the country; and any naval officer would explain that country-bred lads are preferred for the navy.

**THE DRILLED ARTISAN.**  
Morally, militarism is not the corroding influence which is pictured to be. *Sous-off* and *Alibi* may be correct pictures of the *deserts* of the French army, though even that I doubt; but if so, with men such as the forgers of the French General staff as the head of that army, what are we to expect? Is it not at length possible that the notion is rotten and has produced an army which corrupts instead of educates? Von der Goltz's saying seems to gain a new force. It may be that France, in copying Germany, has not adopted the system which she needs. But in the Germany of to-day the idea of *Drilling* into brute machines has been abandoned. Efforts are made to develop their intelligence and will-power and already the consequences are beginning to be seen in German industry. The iron trades delegates who some years ago, inspected German workshops were greatly struck by the order, obedience, and discipline which prevailed among the men. Dr. Inglis, in his address to the Institute of Marine Engineers last January, urged that the discipline, undergone by young Germans in the army has a powerful influence, since it produces habits of order and respect. To these opinions we may add the testimony of a competent German authority on sanitation. Professor Jager writes: "That the States which have devoted attention to the rapid development of national military training have not, as had been predicted, ruined themselves, but advanced at a stupendous rate, is a fact known to all. Nor is this phenomenon unnatural, for military training promoted health, and health is living capital." More important still is the strengthening of the nerves, and the consequent increase in the capacity for work, and gives him an advantage, intellectual as well as physical, over the *State cripple* (the man who has for some defect been rejected from service). This is in thorough accord with the fact that the expectation of life in Germany is steadily rising.

If there is anything in the evolutionary theory of politics and organic life, it does look as though the immense army, which averts war and improves the nation's health, were the natural antidote to the strain of modern life, and as though the Powers which do not thus train their youth would suffer. I have said nothing of the work which armaments do in preventing war and guarding the national life, as this is quite obvious. Are we so true to progress lies in abolishing this practical training for the body and the nerves?

Herr Schippel, the Socialist deputy for Chemnitz, has lately protested against disarmament, which he urges, is the idea of the bourgeois and Radical, which would inevitably increase the difficulty of the economic problem, by augmenting greatly over-production. Such opinions cannot be lightly waved aside as anti-humanitarian and prejudiced attacks upon the *Tsar* manifesto.

## THE COMMERCE OF THE PHILIPPINES

A CONTINENTAL VIEW OF THE SITUATION.  
WASHINGTON, July 7th.  
The French Consul at Manila has sent to his Government a dispatch containing a long list of enterprises which Americans are establishing in the Archipelago, and warns his own people that they must be up and doing, unless they want to be left far in the rear. He says:  
"The appearance of Manila is destined to change in a short time. The introduction of a new and powerful factor in the commercial problem of this country will compel Spanish merchants to close their houses or to entirely change their business methods. American competition has commenced in fact, to assume alarming proportions."  
The English and German merchants, formerly masters in the Philippines, watch with keen interest the events now in progress and await, with undisguised impatience, the termination of the struggle between the Americans and the Spaniards, that they may discern the turn that things will take. No one, however, doubts that a strong rivalry is about to arise, and they regret the past condition of affairs and the advantages which have been lost.

interests in this market, not by depending upon consular reports, but by sending commercial travellers here to investigate special lines of business. It is probable that under the enterprising and energetic methods of American business men, it is new and richer market will soon be opened on these islands, both in imports and exports. — *New York Commercial*.

## THE LATEST SENSATION IN THE DREYFUS CASE.

(The "Scotsman" July 13th.)

Probably few people in this country who have read recent statements as to the tortures to which Captain Dreyfus was subjected during his imprisonment would be disposed to place full faith in them. There has been so much exaggeration and falsehood in connection with the whole Dreyfus affair that the revolting tales must have seemed incredible. We are so often asked to look upon France as the embodiment of the highest humanity and the instructor of Europe in civilisation that the natural instinct is to refuse to believe in the perpetration in this end of the nineteenth century of cruelties that recall the worst days of the Spanish Inquisition. Yet here to-day we have the melancholy and startling confession of M. Lébon, the Minister of the Colonies who was responsible for Dreyfus' custody in the Devil's Isle, that the charges brought against him are substantially true. The charges were made in part anonymously, but M. Lébon's explanation has been made in answer to the letter from the eminent Member of the Institute, M. Louis Havet, which the *Figaro* published a few days ago. What were the charges? Among others that Dreyfus was kept four days in the bottom of the hold at a temperature of 113 degrees Fahrenheit; that he had been dieted on bread and water for a month; that the cage, in which he had been confined like a wild beast, had been surrounded by a high palisade only 15 inches from the bars, thus shutting out light and view and fresh air. Less important people amplified these charges: "Pout-fout, foul air, foul treatment of every sort brought on faints and fevers, till the survival of the prisoner was a miracle." His tortures were interpreted by his own family. Of the awful physical torture of the iron, M. Lébon writes thus—

"Du Paty de Clam had conceived the Weyler forgery in the hope, which was not mistaken, of rendering more rigorous the treatment of Dreyfus. For Du Paty de Clam, like the others, had need of the death of the condemned man. The *Libre Parole* indulged in menaces and spoke of attempts at escape. Lébon, terrified, wished to avert the attacks of the Anti-Semites, and gave orders to put Dreyfus in iron. When the telegram was received the little forge of the *leu du Diable* was lighted, and they undertook to manufacture as well as they could the instrument of torture. On the very first day the ankles, swollen by the pressure of the iron, became lacerated. A sore formed, sanious, putrid, and surrounded by a circle of inflammation. Was it necessary for so little to cause the torture? The idea did not occur to any one. The sufferer, stoical, not complaining, but extending to the executioners his tortured legs, asked to be told at least the reason for his torture. No reply. For two whole months every morning the iron, stained with blood, were taken off to leave exposed the terrible wounds. Then the sores were dressed, to form the beginning of the scab which it was proposed to destroy in the evening. And so, indeed, it was. When the sun had set the iron was once again screwed to the bleeding flesh, and the scab formed during the day served only by its cracks to render all the keener the pain which banished sleep."

Now that the torturer Lébon has been compelled to reply his reply is practically a confession. He explains that in September 1896 there were reports that an American vessel was on its way to rescue Dreyfus, and "one of the warders" expressed anxiety as to the possibility of the prisoner's escape. M. Lébon admits he took alarm. Accordingly he telegraphed ordering Dreyfus to be detained within a hut "in double night iron," and the hut to be "surrounded by a palisade, between which and the hut a sentry was to be stationed. The iron was to be removed when the palisade was completed, but the explanation goes on to say that "the building of the palisade took longer than was expected." The correspondence of Dreyfus was interfered with because of "irregularities." M. Lébon protests that the revisionist campaign had not begun when he ordered these things, that everyone believed Dreyfus to be guilty, and that he only did his duty as Colonial Minister. His feeble apology in answer to the charge of having sanctioned inhuman cruelty is the latest "sensation" to which the Dreyfus case has given rise. No doubt there are more yet to come. But it is difficult to believe that there remains behind anything more discreditable to French administration than these revelations about Dreyfus' treatment in the Devil's Isle.

## SIR WILFRED LAURIE ON JAPANESE IMMIGRATION.

Ottawa, 7th July.—Some time ago the Dominion Government disallowed the Act of the British Columbia Legislature prohibiting the immigration into that Province of Japanese and Chinese. The Provincial Legislature has also passed fourteen bills granting charters to various companies, each bill containing a clause preventing the employment of Japanese and Chinese. These measures are now before the Government here, awaiting the sanction of the Governor in Council, which has so far been withheld. In the Dominion House of Commons to-day, Colonel Prior, member for Victoria (B.C.) urged the Government not to disallow the measures, and strongly advocated the exclusion of Japanese and Chinese. Sir Wilfred Laurier, the Premier, replied that while admitting the existence of a sentiment of repugnance to Mongolians among the English race in Australia, the Straits Settlements, and elsewhere, the Government must take cognizance of the fact that Canada granted heavy subsidies to develop Canadian trade with China and Japan. Due consideration, however, would be given to the request for increasing from fifty to one hundred dollars the poll-tax on Chinese.

"I may say, however," continued the Premier, "that in our treatment of this subject, the Government has made a distinction between Chinese and Japanese immigration."  
While we are prepared to deal with Chinese immigration in the way indicated, and to do our best to meet the views of the people of British Columbia, I have to say that, so far as Japanese immigration is concerned, the question is governed by other considerations of Imperial policy, which must appeal to every member of the House. As British subjects, and as forming part of the British Empire, we have duties to discharge to the Empire which cannot be ignored. Continuing, Sir Wilfred referred to the recent allowance of the British Columbia Acts restricting Chinese and Japanese labour after communication with the Imperial authorities, and added that it had been in the Government's power to disallow only Acts relating to Japanese labour, but would have done so if it had been in the power to do so. The Act had to be taken as a whole. If the

British Columbia Legislature were to re-enact legislation "limiting the restriction" against Japanese, such legislation would not be disallowed, but so long as the Legislature chose to restrict both together, he would appeal to members of the Dominion House to support the Imperial policy of not dealing hastily with Japanese subjects.

At the present time, as we know, the Premier continued, "the question of the Orient is one which may become very acute at any moment, and Britain may be involved in complications which might precipitate her into war. If she is precipitated into war, it will be to her of the greatest importance to have the support of the Empire of Japan. For these considerations I think that the hon. gentleman who has criticized our policy upon the question of Japanese labour and the disallowance of the Acts of the British Columbia Legislature will reconsider his attitude and determination and come to the support of the Government, which has acted in obedience to the dictates of a wise Imperial policy. I will say here and now that we shall do our best to maintain the alliance of Great Britain with the Empire of Japan. We owe it to ourselves and to our position as British subjects that every other subject should give way before that reason of Imperial necessity. It will not do for us, as British subjects only to sing 'God Save the Queen,' and 'Huzzah' of our connections at banquets, demonstrations, and celebrations. We must also be prepared to make some sacrifices. I know I do not in this Chamber after sentiments, and it is one of mine alone when I say that we should be prepared and ready to make every sacrifice which our Imperial connection may demand at our hands. If we are to share in the glory of participating in the duties of the Empire, we must also assume the duties ready for them and abide by them. These are the reasons which have actuated the Government in relation to this question; and the duty, which may be incumbent upon us in regard to those provincial statutes we must discharge in the light of the considerations that actuated us in dealing with the statutes which we have already disallowed."

Sir Wilfred Laurier's statement was received with prolonged cheers, and after a brief debate the subject dropped. — *Reuter*.

## DEATH OF THE TSAREVITCH.

The Grand Duke George, heir-apparent to the Russian throne, died yesterday morning, at half-past nine o'clock, says the *Pall Mall Gazette* of 11th instant, at Abbas Tuman, in the Caucasus, from sudden and excessive hemorrhage of the throat. Though little had been published lately about the struggle which he has been well known for some years that his Imperial Highness was in a very precarious condition, and that the best medical authorities could hold out little hope of his recovery. The Grand Duke was born at Tsarskoe-Selo, near St. Petersburg, on May 9, 1871, and was consequently three years younger than his brother Nicholas II., the present Emperor. As a child he was not very robust, but there seemed to be no organic defect in his constitution, and it was hoped that, with proper care and due attention to sanitary conditions, he might develop the physical strength for which the Romanoff family have been remarkable for several generations. These sanguine expectations, says the *Times*, were not to be realized. When he reached the critical age of twenty he began to show symptoms of a tendency to pulmonary consumption, but the symptoms were not so grave a character as to incapacitate him from pursuing his career as a naval officer, to which he was warmly attached. When his brother Nicholas, who was then Tsarevitch, undertook his voyage round the world in 1893, the Grand Duke accompanied him unofficially as a naval officer, but when the squadron was at Bombay it was found that he was suffering from a mild attack of Indian fever, and the most eminent medical authorities consulted gave it as their opinion that he ought to return at once to Europe, as there was no reasonable probability of his recovering his strength in a tropical climate. The two brothers, who were warmly attached to each other, were thus compelled to separate. The elder curtailed his Indian tour in order to spend a few days quietly with his brother, and the ship *Bombay* returned to Europe. On his arrival it was found that the pulmonary symptoms had become accentuated, and the doctors decided that for some time to come he must spend a great part of the year in a mild climate. From that moment the life of the Grand Duke has been that of a confirmed invalid. After trying the climate of Northern Africa, he settled at Abbas Tuman, in the Caucasus, from which place his death is now announced.

The Grand Duke was nominally chief of the Horse Artillery of the Guards, Alaman of the Don Cossacks, Chief of the Cossacks of the Ural, and of the Hussar Regiment of Infantry, but his real career was that of a naval officer, and in that career he might have gained real distinction. Of his personal qualities all who had the privilege of coming in contact with him must speak with the greatest admiration and sympathy. By his death his brother Michael Alexandrovich, born at St. Petersburg December 4, 1878, becomes Heir Apparent to the Throne.

## ANGLO-GERMAN NAVAL DEMONSTRATION.

NEW ORLEANS, July 8th.—A passenger, who has arrived from Guatemala reports a rumour of an expected demonstration by British and German warships at Puerto Barrios and San Jose, on the Atlantic and Pacific coasts of Guatemala respectively, in connection with the depreciation of the country's bonds, a large proportion of which is held by British and German firms or subjects. It was reported that two vessels of each nation would take part in the demonstration, one at each port.

WASHINGTON, July 12th.—The American Minister to Guatemala telegraphs that the President of the Republic has extended until November the time within which creditors may present their accounts against the Government for conversion into bonds. — *Reuter*.

## BLACKMAILING WITH BACILLI.

The Vienna correspondent of the *Morning Post* writing under date 10th July says: "A blackmailing case with a humorous aspect is occupying the attention of the Criminal Courts at Graz. An elderly lady of great wealth one day received a letter saying that if she did not send the sum of 10,000 l. in small bank notes to a given address the writer would work a fearful revenge by opening in her room a bottle containing the bacilli of various infectious diseases, which would certainly cause her death. The lady appealed to the police, who discovered the would-be blackmailers. A bottle found in her possession really contained bacilli, which the culprit, who is a medical student, had stolen from his professor's lecture room. A sentence of eighteen months' hard labour will doubtless prevent this promising youth from further blackmailing enterprises."

## LOSS OF PASSENGER STEAMERS.

Writing on 10th ultimo to the *Morning Post*, Admiral F. A. Close says: "I consider it is the duty of everyone, whether he be a sailor or not, to throw any light it may be within his knowledge on the late disastrous wrecks of passenger steamers. I have waited for the report of the Captain of the *Paris*, who confesses his inability to account for his situation thirty miles out of his course. Let me quote from a pocket Channel Pilotage, containing twenty charts of the Channel, and which has always been my companion and saved one of her Majesty's ships under my command:—

"The North-West stream (called the In-draught of the Bristol Channel) runs at two miles per hour. As an instance, her Majesty's ship *Peggy* shaped her course to pass forty miles to the South of the Scilly Isles, and in twenty-four hours found herself, among the rocks, and observed another ship in the same danger from which they escaped by a miracle, the surf from the rocks breaking against the ship."

The tide or current caused by the rise and fall in the Bristol Channel is phenomenal and almost unparalleled, a danger greatly increased in a South-West wind, which shipmasters do not recognise, and which somewhat surprised the Channel Fleet of guard ships last Autumn in the Bristol Channel, her Majesty's ships being more conversant with foreign ports than with British ports. I am of opinion that the currents which are marked on the Admiralty charts should be marked in red ink so that the attention of sailing masters might be called to danger from which not only merchant ships, but many of her Majesty's ships, have suffered total loss.

Now one word as to the wreck of the *Stella*, with its terrible loss of life. Counsel, pleading at the trial in favour of the Captain, said the steam-whistle was constantly going. In my professional opinion, if there had been no steam whistle on board the *Stella* she would not have been lost. Any one who has taken passage on board a merchant steamer, must have experienced the deafening roar of the steam-whistle, which in this case prevented the siren on the Casquets being heard. I had occasion quite recently to protest in the Bristol Press against the excessive use of the steam-whistle by pilots and ship masters, concluding with the remark that a short note, which can be heard for miles, is more serviceable than a long scream which prevents you hearing anything.

Nevertheless, out of evil some good has been derived, for we find that, on account of the circumstances in which the *China* was wrecked and nearly lost, the P. and O. Company have forbidden their officers to continue on board these social meetings, which, before had existed between officers and passengers. There is no more necessary for the Captain of a passenger ship to reside at the dinner table than for a hotel-keeper to do the same in his hotel. The Captain of her Majesty's ships alone, so their minds are not distracted from their duty. The sooner this rule becomes general the better it will be for the Insurance Companies and the passengers. The navigating officer, as in the Royal Navy, should give the course to the Captain for his approval, and it is his duty to advise the Captain, as I have seen stated, is a fear that does not exist in the Royal Navy. The travelling public are deeply interested in this subject, which must be my excuse for trespassing on your space.

## SHIPPING REPORTS.

Captain Bennett, R.N.R., of the steamship *Nahlin*, from Bombay, reports:—Fine weather throughout.

The steamship *Tor Maria*, Captain Fraser, spoke the British armed barque *Domburion* in Lat. 26° 25' N., Long. 122° 40' E., wished to be reported "all well."

Captain Crawford, of the steamship *Irone*, from Shanghai, reports:—Moderate S.W. monsoon to Breaker Point, from thence to port variable winds and rain.

Captain Benson, of the steamship *Wuhu*, from Tientsin, reports:—Moderate Southerly winds, head sea and fine weather from Chefoo to Breaker Pt. from there to Port, light variable winds and heavy rain.

Captain Kirchner, of the steamship *Hohenallern*, from Yokohama reports:—Left Yokohama the 4th of August 10 a.m. and arrived at Kobe the 5th of August 3 p.m. Got through the voyage strong S.W. winds, with high S.E. swell. Left Kobe the 8th of August 10 a.m., and arrived at Nagasaki the same day at 3 p.m. During the voyage fine weather. Left Nagasaki the 10th of August 7 a.m. Passed Turnabout the 11th of August 5 p.m. Chapel Island the same day at 5 a.m. Pedro Blanco the 14th of August 10 a.m. and arrived at Hongkong the same day 2.30 p.m. During the voyage from Nagasaki heavy gale from S. E. by S. with very high sea, and much rain. Later on strong South wind, last part, southerly wind, lighter.

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TO-MORROW.  
Tuesday, 15th August, 1899.  
Chinese—10th of 7th moon of 25th year of Kuang-si.  
Sun—Rises..... 5hr. 30min.  
Sets..... 6hr. 31min.  
High water—Morning..... 4hr. 5min.  
Afternoon..... 4hr. 5min.  
Low water—Morning..... 10hr. 25min.  
Afternoon..... 7hr. 3min.

ANNIVERSARIES.  
1771—Sir Walter Scott born.  
1830—The Viceroy of Canton trying to starve the foreigners in China.  
1839—The supply of provisions to British persons or ships interdicted by Viceroy Lin.  
1863—Kagoshima burnt by Admiral Kuper, in H.M.S. *Euryalus*.  
1879—Great fire in Shanghai: 991 houses destroyed.  
1887—Tyam Tunnel completed.  
1896—Li Hung-chang visited Mr. Gladstone at Hawarden.  
1898—Spanish Governor-General arrives in Hongkong from Manila.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
German (*Prinz Heinrich*) to-morrow.  
Tacoma (*Olympia*) 17th inst.  
English (*Bengal*) 17th inst.  
Canadian (*Empress of India*) 20th inst.  
German (*Preussen*) 22nd inst.  
American (*America*) 22nd inst.  
American (*City of Peking*) 22nd prox.

The Imperial German mail steamer *Prinz Heinrich* left Foochow yesterday, at noon and may be expected here to-morrow at daylight.

The steamer *Pingney* from Glasgow and Liverpool, left Singapore for this port on the 11th inst. and may be expected here on or about the 17th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* from Vancouver, arrived at Yokohama on Monday the 14th inst. at 8 a.m. and left again 2 p.m. same day for Kobe, where she is due at 1 p.m. 15th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, arrived Nagasaki to-day, the 14th inst. at 9 a.m. and will leave the same day, at 5 p.m. for Kobe where she is due to arrive on Tuesday, the 15th at 8 p.m.

The steamer *America* from San Francisco, via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai, this morning the 14th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
Isle de Cuba..... at Kowloon Dock.  
Isle de Luzon..... " " " "  
Cathay..... " " " "  
Tigres..... " " " "  
Coptic..... " " " "  
Cartelle City..... " " " "  
Loosok..... " " " "  
D. Juan d'Austria..... " " " "  
P. C. C. Kiao..... " " " "

PASSED THE CANAL.  
Outward—11th July—*Bennahr*, *Kheron*, *Saxonia*, 14th July—*Canton*, *Salazie*, *Pisa*, *Stolberg*, 25th July—*Nürnberg*, *Pingyung*, *Thornhill*, 1st August—*Marie*, *Valerle*, *Preussen*, *Sarpedon*, *Flintshire*, *Babelberg*, 4th August—*GloUCESTER City*, *Indus*, *Suevia*, *Valletta*, *Tamba* *Maru*.  
Homeward—4th August—*Macduff*, *Hakata* *Maru*.

## Shipping.

Arrivals.  
TAICHOW, British steamer, 862, P. Primrose, 12th Aug.,—Bangkok 6th Aug., Rice and General.—Butterfield & Swire.  
SALAZIE, French steamer, 2,988, Allegre, 13th Aug.,—Marseilles 9th July, and Saigon 10th Aug., Mails and General.—Messageries Maritimes.  
MEFOO, Chinese steamer, 1,339, Frigat, 13th Aug.,—Canton 13th Aug., General.—C. M. S. N. Co.  
HUE, French steamer, 704, P. Merlees, 13th Aug.,—Haiphong and Hoihow 12th Aug., General.—A. R. Marty.  
LEGATZ, Spanish steamer, 949, Antonio Trubar, 13th Aug.,—Liverpool via Ports 16th June, General.—Jo Japico.  
CATHIERNEAPCAR, British steamer, 1,730, J. G. Offent, 13th Aug.,—Calcutta 27th July, Penang and Singapore 6th Aug., General.—David Sassoon, Sons & Co.  
IRENE, Chinese steamer, 826, A. A. Crawford, 14th Aug.,—Shanghai 9th Aug., General.—C. M. S. N. Co.  
GERMANA, German steamer, 1,714, A. Möller, 14th Aug.,—Hongay 11th Aug., Coal.—Jesber & Co.  
BENMOIR, British steamer, 1,950, A. Wallace, 14th Aug.,—Singapore 7th Aug., General.—Gibb, Livingston & Co.  
SULLBERG, German steamer, 782, Meyer, 14th Aug.,—Canton 14th August, General.—Siemssen & Co.  
TOSA MARU, Japanese steamer, 3,593, H. Fraser, 14th Aug.,—Yokohama via Kobe 5th Aug., General.—Nippon Yusen Kaisha.  
LYVERMOON, German steamer, 1,338, G. Heuser, 14th Aug.,—Shanghai 10th August, General.—Siemssen & Co.  
NANKIN, British steamer, 2,557, C. C. Bennett, R.N.R., 14th Aug.,—Bombay via Singapore 25th July, Cotton-Twist and General.—P. & O. S. N. Co.  
HOHENOLLERN, German steamer, 2,239, H. Kirchner, 14th Aug.,—Yokohama 4th Aug., Kobe 8th, and Nagasaki 10th, General.—Melchers & Co.  
HOHIAU, French steamer, 500, J. C. Gerard, 14th Aug.,—Pakhoo 12th Aug., General.—A. R. Marty.  
TETANTOS, German steamer, 1,574, T. Desler, 14th Aug.,—Saigon 10th Aug., Rice.—Siemssen & Co.  
WUHU, British steamer, 1,250, Benson, 14th Aug.,—Tientsin via Chefoo 7th August, General.—Butterfield & Swire.

Departures at the Harbour Office.  
Wuhu, British str., for Canton.  
Kongam, British str., for Canton.  
Wuchow, British str., for Wuchow.  
Yuenan, British str., for Manila.  
Kachidaki Maru, Japanese str., for Kuchino.  
Lycemore, German str., for Canton.  
Chowang, British str., for Singapore.

Departed.  
Per *Salazie*, for Shanghai—Mrs. C. A. de Silva and 5 children, Mrs. Holliday, Miss S. Alves, Miss S. Oronio, Messrs. A. W. Leach and E. H. Ross, for Nagasaki—Mr. and Mrs. Eversburg, and Rev. Richard. For Kobe—Mr. H. Altman. For Yokohama—Miss G. Eca da Silva, Messrs. J. M. Eca da Silva, J. S. Rny, L. Lachal, and Mroet S. Ybarra.  
Per *Yuenan*, for Manila—Miss Peppia Lala Ary, Mrs. Josefa Cassacasso, Mrs. Elvira Pato and 2 infants, Mr. Louis Bettors, Mr. and Mrs. Chas. Dahl, Mrs. and Miss Dahl, Mrs. and Miss Smith, Miss Thompson, Mr. Smith, Mrs. Loyzaga, 2 children, 2 infants and servant, Mrs. Bernard, Messrs. W. Morley, M. Nacasse and family.

## STEAMERS EXPECTED.

Prinz Heinrich..... Foochow..... To-morrow.  
Idzumi Maru..... Moji..... To-morrow.  
Bengal..... Singapore..... Aug. 17th.  
Empress of India..... Vancouver..... Aug. 20th.  
Preussen..... Colombo..... Aug. 22nd.  
America Maru..... Japan..... Aug. 22nd.  
Hiroshima Maru..... Bombay..... Aug. 28th.  
Singapore..... Bombay..... Aug. 30th.  
City of Peking..... San Francisco..... Sept. 2nd.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now notified in this paper, and request them to fully give the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

## PROJECTED SAILINGS.

Ship	Destination	Date
Alesia	Havre, &c.	Sept. 10th
America Maru	San Francisco, &c.	Aug. 29th
Anamor	London, &c.	Aug. 15th
Bavaria	Strait, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 15th
Bombay	London	Aug. 18th
Candia	Japan	Oct. 24th
Carmarthenshire	San Diego, &c.	Nov. 18th
Challenger	New York	Oct. 25th
China	San Francisco, &c.	Oct. 3rd
Chingtu	Foochow	Aug. 25th
Chingwo	Marseilles, &c.	Sept. 3rd
City of Peking	San Francisco, &c.	Sept. 7th
City of Rio	San Francisco, &c.	Oct. 27th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Aug. 22nd
Diamant	Manila (Direct)	Aug. 18th
Doric	San Francisco, &c.	Oct. 10th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Aug. 29th
Emp. Japan	"	Sept. 27th
Futami Maru	Japan	Aug. 26th
Gaelic	San Francisco, &c.	Sept. 10th
Gharze	New York, &c.	Sept. 20th
Guthrie	Sydney, &c.	Aug. 17th
Hiachi Maru	Marseilles, &c.	Aug. 24th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Idzumi Maru	Victoria, B.C.	Aug. 24th
Indamela	New York, &c.	Aug. 18th
Kasuga Maru	San Francisco, &c.	Aug. 25th
Kato Maru	Victoria, B.C.	Aug. 25th
Maidzumaru Maru	Swatow, &c.	Aug. 20th
Manila	London	Aug. 17th
Nankin	Kobe	Aug. 21st
Nippon Maru	San Francisco, &c.	Oct. 19th
Nürnberg	Havre, &c.	Sept. 20th
Olympia	Victoria, B.C.	Sept. 2nd
Paramatta	London, &c.	Aug. 19th
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 15th
Pizzarello	Strait, &c.	Sept. 1st
Preussen	Strait, &c.	Sept. 13th
Reuter	Strait, &c.	Aug. 16th
Rosetta		



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU..... H. Fraser	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG and COLOMBO	TUESDAY, 15th August, at 4 P.M.
SADO MARU..... W. Thompson	KOBE and YOKOHAMA	THURSDAY, 17th August, at Noon
*IDZUMI MARU..... M. J. Curpaw	VICTORIA, B.C. and SEATTLE U.S.A., VIA KOBE and YOKOHAMA	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU..... J. B. Murray	MARSEILLES, LONDON and ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 24th August, at 4 P.M.
KASUGA MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.
FUTABA MARU..... C. Hillcoat	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 26th August, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 14th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR  
SINGAPORE, PENANG, BOMBAY, ADEEN, SUEZ, PORT SAID, NAPLES,  
LEGHORN and GENOA  
(DIRECT WITHOUT TRANSSHIPMENT).  
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,  
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,  
NORTH and SOUTH AMERICAN PORTS up to CALLAO,  
AND  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE.....Pizarella.....2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and  
carry a Doctor and Stewardess.  
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,  
Agents.

731a]

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,  
SOLE AGENTS.

Hongkong, 9th December, 1898.

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S  
PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES  
—to Cents per Box—  
Prepared only by the Proprietor:—  
THOMAS BEECHAM, S. Helens, England.

SOLE AGENTS for Hongkong and the  
EMPIRE OF CHINA:—  
WATKINS & CO.  
APOTHECARIES HALL, 6, Queen's Road,  
Central, Hongkong.

## SIEN TING

SURGEON DENTIST

No. 16, PRAYA STREET

TERMS VERY MODERATE

S. T. S. S. S.

S. T. S. S. S.

S. T. S. S. S.

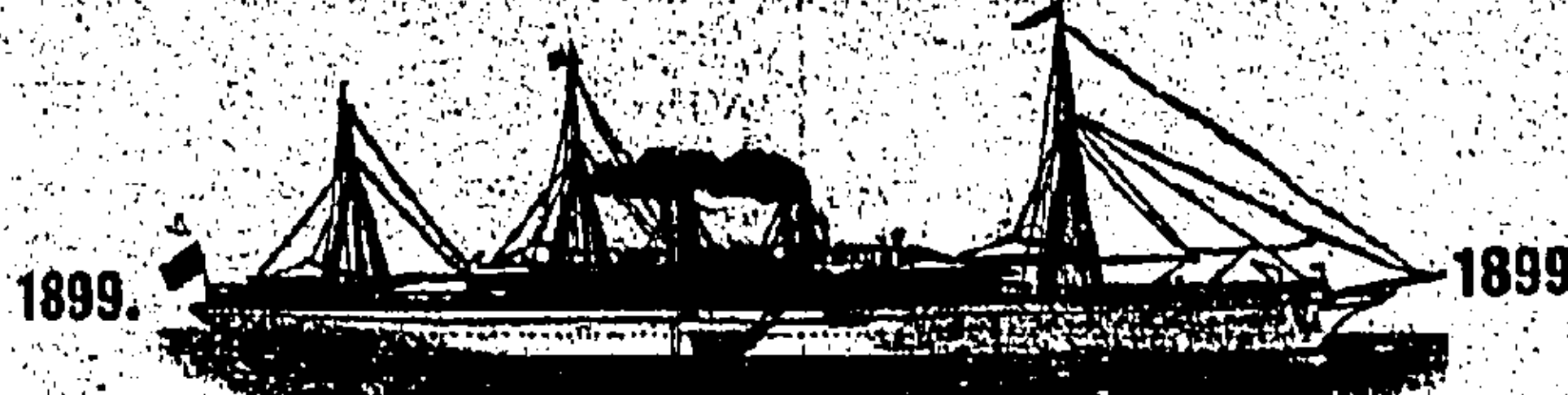
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S. T. S. S. S.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street, [3]

Hongkong, 9th August, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Tuesday, 29th Aug.,  
at Noon.

HONGKONG MARU  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) Saturday, 23rd Sept.,  
at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Thursday, 19th Oct.,  
at Noon.

## THE Steamship

## "AMERICA MARU,"

will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 29th August, at Noon, taking  
Freight and Passengers for Japan, the United  
States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION  
PACIFIC, DENVER and RIO GRANDE, and  
NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M. same  
day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 7th August, 1899.

## MITSUBUSSEN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENSIN,  
NEWCHANG and all Ports in JAPAN.

Agents:—  
Mitsui Coal Mines.  
Osaka Coal Mines.  
Canada Coal Mines.  
Tokyo Marine Insurance Co., Limited.  
Mitsui Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Osaka Cement Co., Ltd.  
Osaka Cement Co., Ltd.  
Osaka Cement Co., Ltd.  
Osaka Cement Co., Ltd.  
Osaka Cement Co., Ltd.

For further information as to Freight, Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street, [3]

Hongkong, 9th August, 1899.

## SAILING VESSEL.

FOR NEW YORK.

THE 315 A. 1. American Ship.

"CHALLENGER."

Shortly expected from MANILA, will leave here  
for New York, and will have no stop en route.

For further information as to Freight, Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street, [3]

Hongkong, 9th August, 1899.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

## THE Steamship

"PARRAMATTA"

Captain A. Symons, carrying Her Majesty's  
Mails, will be despatched from this for BOM-  
BAY, &c., on SATURDAY, the 19th instant,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under Strangeways) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 5th August, 1899.

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Olympia... [2837] J. Truebridge... [Sept. 2.]  
Victoria... [3,502] J. J. Pantone... [Sept. 12.]

Also  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.

Linnex... [3,677] Williamson... [Aug. 19.]  
Columbia... [2,976] Dobson... [Sept. 23.]  
Montcalm... [2,874] W. A. Evans... [Oct. 7.]  
Linnex... [3,677] Williamson... [Nov. 4.]

THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.  
Excellent accommodation. First-class  
Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast, Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M. on the day  
previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.

Hongkong, 9th August, 1899.

## SAILING VESSEL.

FOR NEW YORK.

THE 315 A. 1. American Ship.

"CHALLENGER."

Shortly expected from MANILA, will leave here  
for New York, and will have no stop en route.

For further information as to Freight, Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fadder's Street, [3]

Hongkong, 9th August, 1899.

NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(Last Atlantic Service.)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG.....	HAVRE and HAMBURG	16th August, Freight.
Madsen.....	(London with transshipment in HAMBURG)	About 10th August, Freight.
ALESIA.....	HAVRE and HAMBURG	About 10th August, Freight.
Knuth.....	(London with transshipment in HAMBURG)	About 20th August, Freight.
NURNBERG.....	HAVRE and HAMBURG	About 20th August, Freight.
Binzer.....	(London with transshipment in HAMBURG)	About 20th August, Freight.
SUBVIA.....	HAVRE and HAMBURG	About 20th August, Freight.
Finck.....	(London with transshipment in HAMBURG)	About 20th August, Freight.
*SAVOIA.....	HAVRE and HAMBURG	About 15th August, Freight and Passage.
Jäger.....	(London with transshipment in HAMBURG)	About 15th August, Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only. If sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,  
Agents.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Thursday, 7th Sept.,  
at Noon.

China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) Tuesday, 3rd October,  
at Noon.

City of Rio de Janeiro  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) Friday, 27th October,  
at Noon.

## THE U. S. Mail Steamship

## "CITY OF PEKING,"

will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on THURSDAY, the 7th September, at Noon,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolu-  
lu, and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers; and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
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UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

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on application.

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Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

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day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN FRANCISCO  
AND SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to Japan, Port-  
land, and Honolulu; The United States,  
MEXICO, CENTRAL and SOUTH AMERICA.

Thyra... [3,406] about [Sept. 1.]  
Belgian King... [3,375] about [Oct. 1.]  
German Emperor... [3,375] about [Nov. 1.]

## THE Steamship

"THYRA"

will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU,  
on THURSDAY, the 14th August, at Noon,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolu-  
lu, and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers; and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways, and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's







